

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, BRITANNIA, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. C. Dewers	WEDNESDAY, 20th Oct., Noon.
KAT and SANDAKAN	"BURMO" Capt. F. Sembill	WEDNESDAY, 20th Oct., 5 P.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINCESS ALICE" Capt. P. Grosch	About WEDNESDAY, 20th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegener	FRIDAY, 5th Nov., Daylight.

For further particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th October, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guionnet	25th Oct., P.M.
MARSEILLES, VIA PORTS	SYDNEY	Costa	26th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSEILLES, VIA PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th October, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK	No. 2 DOCK	No. 3 DOCK
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20-Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,

Hongkong, 30th April, 1900.

F. BLACKHEAD & CO.,

SHIPHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

S. JAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL ORNAM

and

P & O SPECIAL LIQUOR 80000

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

HONGKONG, 20th March, 1900.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 6th September, 1900.

To Let.

TO LET.

IN No. 6, DES VREUX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 15th September, 1900.

TO LET IN CANTON FROM 1ST PROX.

TWO SEMI-DETACHED HOUSES each

containing Eight Rooms with Back

Yards and Servants' Quarters on Shamen Lot

15, now in the occupation of the Mitsui Bussan Kaisha.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 4th October, 1900.

TO LET.

KING'S BUILDINGS, OFFICES facing

the Harbour from about October, at

present in occupation of Messrs. Jardine,

Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1900.

TO LET.

OFFICES and ROOMS on the 2nd

Floor of No. 14, Des Vreux Road

Central (formerly occupied by Messrs. Shaw,

Tomes & Co.).

Apply to—

THE COMPTON DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 17th September, 1900.

TO LET.

No. 1 & 3 MORRISON HILL, also

OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON

& Co., Ltd.

Hongkong, 29th May, 1900.

TO LET.

OFFICES, No. 2, CONRAD ROAD,

3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT

ROAD.

A HOUSE in WONG-WEI-CHONG ROAD.

A HOUSE in RYAN TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS, and No. 16, DES VREUX

ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE,

No. 10, DES VREUX ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 1st June, 1900.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 1st June, 1900.

OFFICERS ASSAULTED.

BRITISH SP. RIFLEMEN ATTACKED BY

VILLAGERS.

At Poona, on September 27, before Mr. L. F. Sedgwick, assistant civil clerk, six villagers of the Wadgaon village were put on their trial on a charge of assault and illegal restraining and threatening of three British officers—Lieuts. Thunder, Hobson and Milne, of the Northamptonshire Regiment. The police prosecutor appeared for the prosecution, the accused being defended by Mr. L. J. Aple. The case against the accused was that on September 18, at the village of Wadgaon, while the three officers were out snipe-shooting and proceeding in the direction of a nullah which was flanked on either side by fields, the accused set upon them with a crowd of thirty, and the officers would possibly have fared badly at the hands of the mob, who were stirred to vengeance by one of the accused who appeared to be a leading man of the village, had it not been for the timely arrival of Babu Woman Bhedi.

CAUSE OF THE INCIDENT.

What led to the incident, as far as could be gauged, was that while the three officers were proceeding in extended order, Lieut. Milne, in the centre, being flanked on his right and left wing by his brother officers, had spotted a snipe and fired. He appears to have winged the bird, and, after firing his shot, a villager walked up to him pointing to his eyes. The officers endeavoured to explain to the villager that if he (the villager) had been injured it was purely accidental. The explanation, however, did not satisfy the said injured villager, who took up two stones and threatened damage if the officers did not deliver up their guns and cash and accompany the gang that had now collected to the village. The officers, however, could not make themselves understood, and, after the arrival of the Babu Krishnaji, who appeared to have pacified the excited villagers by having the names of the officers taken with the number of their guns, the officers returned to barracks about 7 p.m., having walked around the Parbat side. On arrival a report was made to the senior officers of the Mess, who directed that the District Superintendent of Police should be communicated with. This was done with the result, after police enquiries, of six villagers being placed on their trial after being identified on three different occasions.

STORY NARRATED.

Lieut. Milne, the first witness examined, narrated the story about the shooting trip. He was accompanied by the two officers. They proceeded in the direction of the Wadgaon village and, while moving about, witness was flanked on the right and left by Lieut. Thunder and Hobson. Witness fired a shot at a snipe which he winged, and had fired only when he saw that there were no people about. The bird was about forty yards away. Immediately after firing the first accused, who did not at all appear to be in the line of fire came up to witness and, pointing to his eyes, said that he, the villager, had been injured. It was seen that witness tried to explain that it was such it was purely accidental. The first accused (who was identified) immediately took up a stone in each hand and the remainder put themselves in a threatening attitude. The accused then had about twenty or thirty other villagers out, some coming out with sticks and others with axes. The mob, who could not be reasoned with or remain satisfied with any explanation, demanded that the officers should give up their guns and come to the village. A school-master arrived on the scene, and it was not until Krishnaji Babu arrived that witness and his brother officers gave their names with the numbers of their guns, etc. It was through the intervention of Krishnaji Babu that they were released. Witness identified the first accused as a man of influence amongst the other villagers. The remainder of the accused were identified from a number of other villagers grouped together. The case was adjourned till the 1st inst.

RUBBER RETURNS.

GLENELLY.

The Secretary of the Glenelly Rubber Estates, Ltd., reports that the output of dry rubber for September was 1,251 lbs. The total crop for the year amounts to 11,175 lbs.

CONSOLIDATED MALAY.

The crop of the consolidated Malay Rubber Estates Ltd., harvested during September, was 20,470 lbs. dry rubber. For the corresponding month of last year it was 12,195 lbs. dry rubber.

SAGGA.

The Sagga Rubber Co., Ltd., crop harvested during September, was 2,820 lbs. dry rubber.

SUNGAI SALAK.

The Sungai Salak Rubber Co., Ltd., crop harvested during September, was 800 lbs. dry rubber.

SEREMBAN.

The rubber crop of Seremban Estate Seremban last month amounted to 16,555 lbs.

BALAK SOUTH.

The output of clean ore from Salak South Mine for the month of September was 300 pikuls.

PEOH LIMITED.

The output of dry rubber from the estates of this Company for the six weeks ending 13th September, amounts to 1,241 lbs.

P. M. S. RUBBER.

23,800 lbs. dry rubber as against 9,478 lbs. in September 1900. The total for the 6 months ending September, 1900, is 85,031 lbs. dry against 29,581 lbs. for the same period last year.

KUALA LUMPUR RUBBER.

34,000 lbs. dry rubber as against 19,515 lbs. in September 1900. The total for the 6 months ending September, 1900, is 98,561 lbs. dry against 45,983 lbs. for the same period last year.

RISU.

31,456 lbs. of rubber have been harvested from 1st January last to 30th September, of which 22,470 lbs. have been sold at a net average of Rs. 6.40 per lb. During the same period last year 11,364 lbs. were harvested, of which 8,850 lbs. were sold at a net average of Rs. 4.22 per lb. The current year's estimate is 340,000 lbs.—Singapore Free Press.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cape Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light House.

P. O. T. M. S. Tamar.

19th Oct. 1900.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

J. John Street, Bedford Row, W.C.

19, Bealick Street

100, Nanling Road

Hongkong, 4th March 1901

19

Intimation.

Powell's

HAVE JUST
OPENED THE
FIRST
CONSIGNMENT

OF

Ladies'
AUTUMN

and

WINTER
COATS,

SKIRTS,

COSTUMES,

ULSTERS

ALSO

A good variety of

CHILDREN'S
COATS.

The cut of these Gar-
ments is Superb and the
newest colorings only
are displayed.

SHOW ROOMS

AND

FITTING ROOM

ALEXANDRA

BUILDINGS.

Public Company

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY
MEETING OF SHAREHOLDERS will
be held at the Office of the Underwritten on
FRIDAY, the 22nd inst., at 11 A.M.

The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to the 22nd
instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.
General Agents.
Hongkong, 5th October, 1909. [702]

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL
MEETING OF MEMBERS of the
above Club will be held on SATURDAY, the
23rd October, 1909, at 12.15 P.M., at the Office
of the Jockey Club on the Ground Floor of
the Hongkong Club Annex, Chater Road, a
notice regarding which is being sent to each
Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 5th October, 1909. [705]

HONGKONG VOLUNTEER CORPS.

A GRAND OPEN AIR CONCERT will
be held on Volunteer Parade Ground on
SATURDAY, October 23rd, at 6.15 P.M. in
aid of the funds of the Diocesan Girls'
Orphanage.

Admission..... \$1.
Tickets to be obtained at Volunteer Head
Quarters or from Members of the Committee
of the Orphanage and Ladies Benevolent
Society.
Hongkong, 7th October, 1909. [697]

THE
SOUTH CHINA ARTISTIC
BAZAAR.

EXHIBITION HALL
on
FIRST FLOOR OF NO. 25 DES VŒUX ROAD
CENTRAL
(opposite the F. & O. S. N. Co's office.)

OPENED DAILY:

From 11 A.M. to 5 P.M.
From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and
Bamboo Ware.
Embroideries, Silk, Oil and Water Colour
Paintings.
Curtains and Perfumes.
Screens, Pictures and Photo Frames.
Preserves and Canned Goods.
Writing Inks and Paper, &c.
Hongkong, 25th September, 1909. [675]

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 3.15 p.m. ... Every 10 minutes
3.15 p.m. to 3.50 p.m. ... Every 15 minutes
3.50 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.,
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 Noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the
rates of Subscription to the Hongkong
Telegraph (daily and weekly issues) will be as
follows:—

DAILY—\$36 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per month, pro-
portional. Subscriptions for any period less
than one month will be charged as for a full
month.

The daily issue is delivered free when the
address is accessible to messenger. Peak
subscribers can have their copies delivered
at their residences without any extra charge.
On copies sent by post an additional \$1.50
per quarter is charged for postage.

The postage on the weekly issue to any part
of the world is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly,
twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary
Subscribers as heretofore.

By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 2nd December, 1908.

PROVINCIAL ASSEMBLIES.

To-day, being the first day of the 5th moon
in Chinese reckoning, the Provincial Assembly
in each provincial capital is to be formally
opened. The step is part of the second year's
programme, which in turn is part of the ten
years' programme. It means another stage in
the advance towards constitutional govern-
ment, the chief characteristic of which
is the adoption of a parliamentary system.
The determination to adopt this new
system seems to be real. To carry it into
effect involves many difficulties, and at first
the movement must of necessity be distin-
guished by mistakes and imperfections. The
process of developing the system should not
be viewed by a critic's eye, but in the spirit of
a sympathetic friend. One point, for example,
that strikes the onlooker as peculiar is the
attempt to form a constitutional govern-
ment without first agreeing on a constitution.
Certain general ideas the Peking authori-
ties hold in mind, but how these ideas
are to be carried out is left to future develop-
ment. In this respect the process of the bring-
ing into existence of the British constitution
seems to be observed more than the method of
drawing up a well-defined written constitution,
such as has been followed in other countries
and even in the British Colonies. To say
this does not, of course, imply that any
new advance is made without regulations.
On the contrary many regulations may yet
prove China's danger and burden. The de-
partment at the capital, composed of the lead-
ing officials in the Central Government which
deals with constitutional questions elaborates
minute regulations on every change to be made,
and these on receiving Imperial approval be-
come the law of the land. By the time the ten
years are ended, there will be such a cum-
bersome mass of regulations as to fill a library and
to be within reach only of a few chosen experts.

To return to the Provincial Assemblies, re-
gulations have been daily drawn up and issued,
but there are few even among the Chinese
who know what they are. Franchise has been
granted to some, and withheld from some.
In the main there is a property, and an
educational qualification. Any male with pro-
perty amounting to Tls. 5,000 and any one who
has a degree under the old examination system
(it has graduated from a Government middle
or high school, has been allowed to vote. There
has been complaint in certain quarters that
educated Chinese who are Christians have been
excluded, but this is because they have studied
in mission schools rather than in the Govern-
ment schools. To begin with, injustice and
intolerance, is to begin where most nations
were once but are not now. And yet from
reports received, many who had the privilege
of voting did not exercise it, and many of
the most respectable men in every district
refused to allow their names to be voted
for as delegates to the Provincial Assemblies.
Those advanced in years or of conservative
instincts have met with little favour so far as in-
formation has reached us from different provin-
ces. Men who have nothing to do, or who repre-
sent the petty-fogging class, have pushed their
way to the front, and will now grow eloquent in
the Assembly Hall, to the amusement of the solid
and learned old gentleman who has never
dared to speak in public. It will be interesting
to learn the character of the representatives to
all the Assemblies. If the latter possess a
noisy, refractory crowd, they will only be imi-
tating too many similar bodies in other countries.
That sedateness and dulness should charac-
terize their discussions, is a better ideal than
socialistic and revolutionary tendencies. At
Nanking the chairman elected for the Assembly
represents the scholarly class, namely, Chang
Chien who is *optimus* from the Hanlites of his
year and has of late years been prominent in
public matters of this province. But the main
thing to be borne in mind is that the principle
of representative and Parliamentary Govern-
ment is inaugurated and honoured to-day. Power
has been granted to the people and their repre-
sentatives. In striking contrast with the custom
of only a decade ago, when no private in-
dividual could safely discuss public question,
the people now are beckoned to the front and
are given their first taste of political power.
Never again can the Government go back on
this principle, though brakes may now and
then be applied to the revolving wheels of in-
dividual responsibility and independent action,
Imperialism, civilization, monarchy, and even
absolutism will still command an outward
respect, but as was perceived from the
beginning of the era of reform, there exists
henceforth a counter-influence from among the
people and in the provinces.

It is difficult to ascertain the exact power to
be held by these Provincial Assemblies, what
questions, that is, they are to handle and de-
cide. At present there is only one House in each
province. The delegates have already in several
cases been holding preliminary meetings, and
have received instructions from their Governor
or Viceroy, who in turn has been sending
telegrams to Peking as to the powers and limi-
tations of these Assemblies. The Viceroy at
Nanking, it is reported in the native press, has
given to the Kiangsu Assembly four questions
to discuss and act upon: copper coinage; a
census; river embankments; the building of
a railway from Nanking to Wuhu. The
Governor at Hangchow has furnished the
Chihkiang Assembly with a longer list, in
which we find the method to be pursued in
raising money for the police administration of
the province and in fixing new taxes on the
people. One learned representative argued
that if more schools were started to teach the
character by the quick method, it would then
be possible to persuade the people to pay

more taxes. The first days of these Assemblies
will afford scope for the talkative delegates to
display their power of oratory, afterwards
they will assemble in silence, eager for an ad-
judgment. When once they begin to discuss
real business, they are likely to find one restric-
tion after another, either from the provincial
authorities, especially the Viceroy or Governor,
or from the Government in Peking. The ex-
pense of maintaining an Assembly, and of
providing suitable quarters, will have to be met
from a new source, which in the end will be
one and the same source of all revenue—the
people. How the people will welcome addi-
tional taxation, required by the Assemblies, by
the Viceroy, by the local Magistrates and Mu-
nicipal Councils, and by the Central Govern-
ment in Peking, it will not be hard to foretell; the
people will make use of the new power dramati-
cally declared to be theirs by the agreement with
the constitutional idea of all countries, to de-
nounce and resist the tyranny of all the devices,
even when promulgated by their own representa-
tives. With the adoption of constitutionalism
there comes increase of expenditure. The in-
creased taxation concurrent therewith can
only be met by increased enlightenment as to
the production of national wealth. It is certain
at least that under the new conditions there is
abundant need for men of sagacity both in
administrative departments and in Parlia-
mentary Assemblies.—N. G. D. News.

Intimations

REGRET

You will NEVER if you

VISIT

MOHIDEEN &

THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 11st August, 1909. [610]

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vœux Road, Central,

Hongkong.

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it
will do; not as an article of furniture. A man
carries a watch to tell him the time; not as an
investment of surplus capital. The same
principle when one is ill. We want the medi-
cine or the treatment which will relieve and
cure. The friend in need must be a friend
indeed—something, or somebody, with a
reputation, with a good record, with a history
that justifies our confidence. There should be
no guesswork in treating disease. People have
the right to know what a medicine is, and what
it will do, before they take it. It must have
behind it an open record of benefit to others
for the same diseases, a series of cures that
proves its merit and inspires confidence. It
is because it has such a record that

WAMPOL'S PREPARATION

is bought and used without hesitation or doubt.
Its Good Name is the solid basis for the faith
the people have in it; and a good name has to
be earned by good deeds. For the purposes
for which it is commended it is honest, true and
practical. It does what you have a right to
expect it to do. It is palatable as honey and
contains all the nutritive and curative properties
of Pure Cod Liver Oil, combined with the
Compound Syrup of Hypophosphites and the
Extracts of Malt and Wild Cherry. In Scrofula,
Anemia, Nervous and General Debility, In-
fluenza, Blood Impurities and Wasting Com-
plaints, it is to be thoroughly relied upon. Dr.
J. L. Carrick says: "I have had remarkable
success with it in the treatment of Consumptions,
Chronic Bronchitis, Catarrh and Scrofulous
Affections. It is of special value in nervous
prostration and depraved nutrition; it stimulates
the appetite and the digestion, promotes
assimilation, and enters directly into the
circulation with the food. I consider it a mar-
velous success in medicine." Every dose
effective. "You cannot be disappointed in it."
Sold by chemists.

SANITARY BOARD WARNING.

HOUSEHOLDERS are hereby warned
that under subsection (1) of section 3 of
Ordinance 1 of 1845 it is an offence to "throw,
lay, or cause or knowingly permit to be thrown
or laid any carrion, dirt, soil, straw or dung, or
any other filth, rubbish or noxious or offensive
matter whatsoever on any of the roads, streets,
ways or public passages.....or in or
in any of the drains or sewers made or to be made
within the Colony; or to permit or suffer any
such noxious or offensive substance as afore-
said to remain exposed in any drain, sewer, or
said to remain exposed in any drain, sewer, or
elsewhere, opposite to or in the immediate
neighbourhood of their houses. At the present
time it is the custom in certain localities for
house servants to throw the house refuse into
the streets and roads at night in order to save
themselves the trouble of getting up and put-
ting it in the dust carts or baskets in the early
morning. This practice is not only insanitary
but leads to the constant choking of street
gullies and drains and causes premises to be
flooded.

2. Household holders are required to provide
portable dust-bins of non-absorbent material
with close fitting covers for the reception of
refuse. These receptacles should be placed
near the public side of the house, or in the
house at night not earlier than 9 p.m. or in the
early morning or brought out when the dust
cart or basket coolies ring the bell. To guard
against theft it is advisable that the owner's
name be painted or punched on the dust-bin.

3. Model pattern dust bins in two sizes are
on view at the Sanitary Board offices, Bea-
confield. They can be purchased at the
following prices:—

Large size \$4.40, small size \$3.80 each.
Information as to where they can be procured
will be given on application to the Secretary,
Sanitary Board.

E. D. C. WOLFE,
President of the Sanitary Board.
Hongkong, 5th October, 1909. [719]

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY &c.
Undertaken and Executed
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March 1908 [711]

FURNITURE WAREHOUSE.
LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading establishments in the Colony, to
whom references can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Address
to our Dispensary and gave us every satis-
faction." (Sd.) A. S. Watson & Co.,
21st May, 1901.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.

Hongkong, 6th & 7th Oct., 1909.

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND
STRAITS.

THE Company's Steamship

"BRECONSHIRE,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's hazardous and/or extra hazardous
Godowns at Kowloon, where each consignment
will be sorted out mark by mark, and delivery
can be obtained as soon as the goods are
landed.

Goods not cleared by the 19th inst., at 6
P.M., will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in
Godown, where they will be examined at
9.30 A.M. on the 19th inst. No Claims will be
admitted after delivery of Cargo has been
effected to Consignees, and Cargo must be
presented within 10 days of the steamer's arrival
here, otherwise they will not be recognized.

Optional Goods will be carried on unless in-
structions are given to the contrary before
steamer's arrival.

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 11th October, 1909. [715]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"
FROM LEITH, MIDDLESBRO, LONDON
AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godown, and all Goods remain-
ing undelivered after the 22nd inst., will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underwritten on or before the
20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th October, 1909. [717]

NORDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazard-
ous and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, and West Point
Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd of October,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd of October, at 9.30 A.M.

All Claims must reach us before the 26th of
October, 1909, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Underwritten.

NORDEUTSCHER LLOYD,
MELOHRS & Co.,
General Agents.
Hongkong, 16th October, 1909. [719]

For Sale.

SPECIAL SALE OF WORK

in aid of the
ORPHANS AND THE HOME FOR THE
DESTITUTE.

THE Superiores and Sisters of the Italian
Convent have the honour to announce
that their ANNUAL SALE OF NEEDLE-
WORK, comprising Ladies' and Children's
Dresses, Embroideries, Table Covers, Head-
kerchiefs, and a variety of Articles suitable for
presents, will be held at the Convent on 21st,
22nd, and 23rd of this month, commencing
each day at 10 A.M.

The Superiores and Sisters beg to solicit
the patronage of a generous community to aid
the work of providing for the maintenance of
the large number of Orphans at the Convent
and its outlying branches, and the helpless
aged and infirm in the Home for the Destitute
at Wanchai.

ITALIAN CONVENT,
28, Calise Road.
Hongkong, 11th October, 1909. [715]

FOR SALE.

JUST RECEIVED:
A SELECTION OF
FLOWER, VEGETABLE AND
FRUIT SEEDS

in packet of 10 cents each
AND
Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.
FERTILIZER.

Garden Boots with wooden soles and thick
felt lining.
Pictorial Guide to Gardening, &c., &c., &c.
Inspection invited.

GRACE & CO.,
27, Des Vœux Road.
Hongkong, 5th October, 1909.

Entomation.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAMPAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING

Watson's
FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO
LIMITED.

HONGKONG and KOWLOON

Hongkong, 15th July 1909

BIRTHS.

ON October 8, 1909, at Hankow, the wife of
Mr. C. M. Bensman, of a son.
On the 18th October, at 9.15 P.M., 'College
Chambers,' the wife of N. Blumenthal, of a
daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 19, 1909

WINDY TYPHOONS OCCUR.

In the midst of a typhoon, it will not be out of the way to remark upon some observations made by the Hydrographic Office in Washington as to the causes, effects, and the means to gauge results of cyclones (they do not call them typhoons there) as far as the mercantile marine is concerned. Most mercantile men will understand without being told the symptoms and condition of cyclonic blows, but for the benefit of those whose physical geography has gone astray we quote. Not, it should be remembered, because we doubt the intelligence of anybody, but because the Hydrographic Office thinks it fit to give the information anew. Winds are produced by differences in atmospheric pressure in adjacent localities. These pressure differences are due principally to differences in temperature. In general, air, like water or any other fluid, if unrestrained, will flow from a region of higher pressure toward one of lower pressure. It is this property, modified by the rotation of the earth and various local influences, which causes the periodical winds of the world and also the great cyclonic storms which rise in the tropics. The earth is surrounded by an envelope or sea of air variously estimated at from 50 to 200 miles in depth. This sea of air partakes of the movement of the earth and is also influenced so as to cause atmospheric tides somewhat similar to the tides which occur in the oceans. The effect of these tides is shown in the diurnal movement of the barometer. This movement is very marked and regular in the tropics, becoming less so in higher latitudes. There are two periods each day of high barometer, occurring about 10 a.m. and 10 p.m., and two corresponding periods of low barometer at 4 a.m. and 4 p.m. From 4 to 10 a.m. morning and evening, the barometer is rising, from 10 to 4, day or night, it falls. The range of the diurnal oscillation is greatest at the equator, where it amounts to one-tenth (0.10) of an inch. Any marked disturbance of the regularity of this movement of the mercury will, in the tropics, indicate a change of weather. In higher latitudes,

where the diurnal movement is not so marked and local influences may predominate, the barometer is not so sure a guide. In summer, in middle latitudes, the diurnal movement is more marked than in winter. In addition to the diurnal oscillation the barometer has other regular variations, but as these extend over long periods of time they are of theoretical rather than practical value to the mariner. The tropical cyclonic storm of the North Atlantic is known under the name "West India hurricane," from the region where its effects are most frequently experienced. In the North Pacific, the Philippine Islands are located directly in the path of the cyclone storms which occur there. They appear to originate at sea somewhere in the neighbourhood of Guam, and usually cross the Philippines north of latitude 10° N. before recurring to the northward. In the South Pacific, the details of cyclonic storms are not so well known, due to the scarcity of observing stations in those waters. Samoa, Fiji, and the Tonga Islands are, however, directly in the path of the majority of these storms. The storms of the Indian Ocean have several peculiarities which distinguish them from other cyclonic storms and appear to occur with the greatest frequency in the neighbourhood of Mauritius. One of the earliest indications of the approach of a tropical storm is the appearance of the sky and general clearness of the atmosphere. Tropical cyclonic storms are almost invariably preceded by a day of unusual clearness, when distant objects not usually visible stand out with great distinctness. The temperature at such times is more than usually oppressive. This is frequently accompanied by an unusually high barometer. Later it may be followed by a restless oscillating or pumping of the mercury caused by the disturbed condition of the atmosphere. Then the sky becomes overcast and remains so, at first with a delicate cirrus haze, which shows no disposition to clear away at sunset, but which later becomes gradually more and more dense until the dark mass of the true hurricane cloud appears upon the horizon. From the main body of this cloud portions are detached from time to time and drift across the sky, their progress marked by squalls of rain and wind of increasing force. Rain, indeed, forms one of the most prominent features of the storm. In the outer portions it is fine and mist-like, with occasional showers, these latter increasing in frequency and in copiousness. In the neighbourhood of the centre it falls in torrents. The rain area extends further in advance of the storm than in the rear. We have had all these evidences to day. The mist-like rain, the sporadic rains, and the heavy rain. We leave it to others to discover the meaning of all these things.

LOCAL AND GENERAL.

The Dairy Farm Co.'s annual meeting, which was to have been held to-day, was postponed till to-morrow same time and place owing to the typhoon.

It has been decided by the V.R. to hold the Victoria Regatta on Saturday, December 11th, instead of the 18th as previously arranged to avoid clashing with the A.A.A. Sports. Entry lists are now on the notice board in the Club House.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:

Dr. I. E. Mitchell \$50

Chau Luk Kwo 10

We (British, North Borneo Herald) very much regret to hear that Mr. G. E. Morrell, of Messrs. Girdling, Baylow and Morrell, was obliged to proceed to Zimbaranga by the *Derwent* to undergo an operation in the hospital there. Dr. Davies accompanied him. Mr. Morrell has been ill for some time and we hope that the return *Derwent* will bring satisfactory news.

The *Japs Bote* has the following amusing piece of information:—The dearest postage stamp in the world will probably be the one which the British authorities are about to issue to the Federated Malay States. Its value will be 50 dollars. The stamp will probably be printed in different colours and will be of large size. This kind of postage stamps will be used for mailing newspapers in packages and registered parcels of high value.

PATROLLING THE YANGTZE.

GERMAN AND BRITISH FLOTTILAS.

In the House of Commons on September 30, Mr. Balfour asked the First Lord of the Admiralty whether he is aware that Germany is about to send a fourth river gunboat to the River Yangtze, and what are the names of the British river gunboats on this river.

Mr. McKenna says: The answer to the first part of the question is in the affirmative. The German vessels are the *Porosus*, launched in 1899; the *Taigang* and *Volterland*, launched in 1903; and the *Otter*, launched in 1909. The British river gunboats permanently employed on the Yangtze are the *Thistle*, launched in 1899; *Kiska*, purchased in 1900; *Nightingale*, launched in 1897; *Ships*, launched in 1898; *Tartar*, launched in 1904; *Widdowson*, launched in 1904; *Woodcock*, launched in 1898; and *Woodlark*, launched in 1898. The *Thistle*, *Ships*, *Woodcock*, and *Woodlark* also cruise occasionally on the Yangtze.

Macao's Delimitation.

MASS MEETING AT CANTON.
DRASTIC RESOLUTIONS ADOPTED.

[From Our Own Correspondent]

Canton, 18th October.

Yesterday a public mass meeting was held by the Canton Association for the Protection of Boundary Rights at Mui Lan Shu Yuen where members of the gentry and people numbering over a thousand were present. Mr. So Pak Kang and Mr. Leung Siu Shan were elected chairman and vice-chairman, respectively, and Mr. Tam Lai Wun acted as secretary. At the meeting it was pointed out to the people how the Chinese Delimitation Commission, H. E. Ko Yu Him, is alleged to have failed to maintain a firm opposition against the Portuguese, and moreover, it was stated that H. E. Ko had withheld all information from publication of what had transpired in the course of negotiations for the information of the people.

It was agreed that the gentry should address a joint letter to H. E. Ko asking him to furnish them with his views on the Macao Delimitation question as well as information of all that had taken place in his conferences with the Portuguese Commissioner. It was also unanimously agreed to telegraphically request the Peking authorities to consider carefully the importance of the matter and not to sign any agreement should the compact be of an unsatisfactory character. At the meeting of all that had taken place in his conferences with the Portuguese Commissioner, consisting of Messrs. Yick Lan Chi, Yan Siu Kan, Lo Tsu Chuen, Yeung Siu Cho, Chao Chung Kwai, Ho Tsu Fung and Tang Yuk Sang, was selected from among those present to represent the whole community of Canton to personally proceed in a body to the Viceroy, H. E. Yuan Shu Hsun, and to discuss with him concerning matters in connection with the delimitation of the Macao boundaries and to impress upon His Excellency the critical condition of affairs, urging upon him the necessity for firmly opposing the Portuguese claims without fail.

At the meeting it was also agreed to inform by telegram the Chinese residing in foreign countries of the unsatisfactory manner in which H. E. Ko had conducted negotiations and failed to resist the Portuguese claims wherein the Portuguese unreasonably maintained their attitude of effectual encroachment on Chinese territory. The Chinese in foreign countries should be approached to do all they can to assist their nationals in their endeavour to secure the restoration of the territorial rights of the Chinese to the Government.

A number of members should be selected and asked to proceed to the district of Heungshan to obtain more information that may be of help to H. E. Ko in his negotiations and at the same time to deliver lectures in public places to arouse the people there and stir up their patriotic feelings towards their own country as against the Portuguese. The gentry also proposed to send a delegation to Peking to consult with the members of the Waiwop about the solution of the Macao delimitation question.

MACAO HARBOUR WORKS.

STEEL BARGES FROM SHANGHAI.

We learn from Macao that the four steel barges ordered from the Shanghai Dock and Engineering Co., Ltd. for the Macao harbour works will cost \$13,000 each, or \$52,000 for the four. A tonnage of 120 b.p. has also been purchased for the Macao Government at a cost of \$22,000, delivered at Macao.

ECHO OF THE WAR.

RUSSIAN PRIZES AND BRITISH CLAIMS.

In the House of Commons on September 30, Mr. Arthur asked the Secretary for Foreign Affairs what was the present position of the claims by British subjects upon the Russian Government for compensation in the cases of the *St. Klara* (cotton and rice), *Hipsang*, *Old Anna*, *Knight Commander*, and *Calchas* respectively.

Sir E. Grey: As regards the cargo of cotton and rice on the *St. Klara*, the Supreme Prize Court has dismissed the claims. I would also refer the hon. member to my reply on July 8 last. In the case of the *Hipsang*, I must refer the hon. member to my reply to him on Feb. 22 last. Since that date the Russian Government have informed His Majesty's Ambassador at St. Petersburg (in May last) that the evidence of an important witness on their behalf at Vladivostok was still outstanding, but that the case was otherwise completed for hearing by the Supreme Prize Court. His Majesty's Government has repeatedly pressed that the hearing should be accelerated. With regard to the *Old Anna* the judgment of the Supreme Prize Court has been received. Its effect is as stated in my reply to the hon. member of Feb. 22 last. I understand, however, that the owners are awaiting a further report from the advocate in charge of the case. So the case of the *Knight Commander*, the position as regards the owners of the vessel is unaltered since my reply to the hon. member of Feb. 22 last. The assessment of the claims of owners of innocent cargo is, however, to come before the Libau Prize Court; but I understand that the case may not be heard at the next sitting of the Court, which is fixed for this month or next, as it was heard in the first instance by the Vladivostok Court, and so is now to the Libau Court. There has been no development of the *Calchas* since my reply to the hon. member of Feb. 2. In two cases the Supreme Prize Court has decided that the cotton on board was absolute contraband; and as regards the question of these cases being submitted to arbitration, I have nothing to add to my reply to the hon. member for the Lowestoft division of July 8 last. In the cases of the *Malacca*, *St. Klara*, *Anna*, and *Forster*, the claim to some compensation has been conceded.

CANTON DAY BY DAY.

CENSUS OF CANTON CITY.

[From Our Own Correspondent]

Canton, 19th October.

The local officials are desirous of taking a correct census of the population of Canton; the Thais of Constabulary has been instructed to make arrangements accordingly.

CHINESE NEW YEAR.

H. E. Viceroy Yuan has received a despatch from Peking with instructions that the official seals of all official yamens should be closed for the transaction of public business on the 20th day of the 12th moon till the 19th day of the 1st moon next for the Chinese New Year holidays.

PRISONERS RECAPTURED.

With reference to the mutinous outbreak in the prison of the Kwai Shui district, when thirty prisoners effected their escape during the absence of the magistrate, a report has now reached Canton stating that twelve of these prisoners have been recaptured by the local soldiers.

OPIUM RAID.

On information received the Nambai Magistrate sent a number of runners to the Ngan Kong market-place and sealed up four opium dens.

COMMISSIONER KO.

The Chinese Delimitation Commissioner, H. E. Ko Yu Him, left here on Saturday, the 16th instant, for Hongkong.

PRINCE SHUN PU-LAP.

The local gentry have received a telegram from the Shanghai Thais informing them that the Naval Commissioner, Prince Shun Pu-lap, and suite left Shanghai on the 16th instant and are due to arrive at Hongkong on the 19th. The gentry have now sent a delegation of four members, Mr. Leung Siu Shan, Mr. Wong Sing Ting, Mr. Tang Yuk Sang and Mr. Ho Tsu Fung, to proceed to Hongkong to await the Prince's arrival there.

ROYAL HONGKONG GOLF CLUB.

The quarterly meeting took place on the Happy Valley course from 10.15 to 11.15 October, with the following results:—

MACLEWEN CUP.

	Gross	Handicap	Net
H. S. Sweeting	100	14	76
A. Ritchie	91	13	77
H. Pinckney	93	12	81
Major Close	90	5	85
A. Morley	99	13	86
H. G. Bagnall	93	6	87
J. G. S. Gauden	108	18	90

27 entries. Remainder no return.

BEAVIS CUP.

A. Ritchie	Rec. 10	2 up
H. S. Sweeting	Rec. 11	2 down
A. Morley	Rec. 10	2 down
H. Pinckney	Rec. 9	2 down
Major Close	Rec. 4	4 down
C. R. Batherly	Rec. 5	5 down
H. G. Bagnall	Rec. 5	5 down

27 entries. Remainder no return.

POOL.

A. Ritchie	Rec. 10	2 up
H. S. Sweeting	Rec. 11	2 down
A. Morley	Rec. 10	2 down
H. Pinckney	Rec. 9	2 down
Major Close	Rec. 4	4 down
R. P. Walker	Rec. 11	6 down

* Winner of MacEwen Cup.

† Winner of Beavis Cup.

‡ Winner of Pool.

MILITARY CONTRIBUTIONS.

We expect as a matter of course that the Imperial Commission announced by the Governor of Hongkong will not confine its observations to that Colony's military contribution, writes the *Strait Echo*. If it should endorse Sir Frederick Lugard's opinion that there should be sought for some mode of levying the military contribution so as to make it fall less heavily in years of depleted revenue, then this Colony will have as much right to be considered as Hongkong. Our revenue is being depleted in exactly the same way, by exactly the same cause. We have always held firmly to the opinion that these Crown Colonies are milked too much for this purpose; though the Far Eastern comments during the *Dreadnought* controversy substantiated a good deal from our sympathy with the grumblers. If it was unpatronizing of some of the people at Home to deny the wisdom of conscription and of the "wanting" clause, it is equally unpatriotic of them to begrudge any of the Military Contribution, or Military Exaction, as it were better called. However, that seems all by for the moment, and we look forward to the Imperial Commission with much interest and as much hope as we can conjure up.

THE JILTED CHINAMAN.

His queue he unbraids, and his shoulders are bare.
When she passes his door in her red bridal chair.
For goes she not from him as one of the dead
To whom the last words of farewell have been said?
Oh, sadly he looks, and oh, sadly he sees
Her close curvilinear chair passing under the trees.
And the bough of green banyan, which tells every one
That all that makes legal the marriage is done.
And the gay painted lanterns to sugar cases tied—
Fair tokens of hope for the life of the bride—
And each little clothes-box of lavender they bear
In joyous procession behind her red chair!
Oh, sadly he looks, and oh, sadly he sees
The joy of his life passing under the trees!
The wind in the pine grove so mournfully sighs
To see such despair in his sorrowful eyes!
And from the wistaria blossoms it blows
A great shower of petals, for there, as she goes.

—P. M. G.

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

GENERAL MANAGER'S REPORT FOR THE FOUR WEEKS ENDING SEPTEMBER 27, 1909.

The following Mining and Milling Report for the four weeks ending Sept. 27, 1909:—
The Mine Sheet shows development 2684 ft. (main drives 168 ft., cross-cuts 80 ft. and sinking 20 ft.) prospecting drives 97 ft. and 32 ft. investigation. There have been 22 ft. cross-cuts for the same purpose. Total 7134 ft.

MINES.

BUKIT MALACCA.

The cross-cut E. from bottom of No. 2 (N.) shaft has been extended 27 ft. total length 28 ft. Drive N. from E. cross-cut No. 1 level advanced 38 ft. total 190 ft. The lode 18 inches wide assaying 0.65 dwt. per ton. These two points are the only ones in operation in Bukit Malacca proper.

BUKIT NULOH.

This prospect drive has been further extended 59 ft. from N. to S. making a total length of 70 ft. Nothing of value has been found in these drives, the lode being about 40 inches wide and assaying 2.5 dwts. per ton.

BUKIT KOMAN.

540 ft. Level drive S. From cross-cut 90 ft. from shaft has been advanced 6 ft. total length 131 ft. Assay average 0.2 dwt. This drive does not appear to be on a lode, there are no walls and but little of other matter to give one the impression that it is a lode. If no improvement takes place shortly, cross-cuts must be driven E. and W. in search of the lode.

540 ft. Level drive from station G. has been advanced 12 ft. total length 81 ft. The lode in this drive has improved somewhat and is now 46 in. wide and assays 6.47 dwts. per ton. Evidently this drive is not on either of the lodes driven on the level above (440 ft.) unless one of these have been started from the back of this (540 ft.) level, but are not of a promising appearance, especially in the S. drive at 90 ft. from shaft. In the 121 ft. drives (540 ft. level) both N. and S. the lode is very narrow, about 1 ft. wide and the rock on either side of lode hard which makes it expensive for stoping.

440 ft. Level, N. drive. Advanced 31 ft. total 367 ft. Lode 64 in. wide assaying 0.7 dwt. per ton. This drive appears to have reached the disturbed ground found in the level above.

440 ft. Level S. Extended 6 ft. total 6 ft. Lode 45 in. wide assaying 0.6 dwt. per ton. This drive is poor, but should be continued as it is practically in unproved ground.

Cross-cut E. Extended 5 ft. total 43 ft.

Cross-cut W. Extended 4 ft. total 35 ft.

These cross-cut E. and W., opposite each other, from the main S. drive, have been temporarily suspended, as we have commenced stoping and sinking in the level near, so the ventilation did not allow of work being carried on in these two points.

440 ft. Level S. A. Winze has been commenced in the bottom of this level 200 ft. S. of No. 1 Winze.

440 ft. Level. The cross-cut E. opposite shaft has been extended 1 ft. total length 59 ft. this cross cut is nearing the point where we may expect to intersect the lode found in the cross-cut in the slopes above.

340 ft. Level. Cross-cut E. advanced 9 ft. total 36 ft. No change to note in the rock.

340 ft. Level. Intermediate drive in slope, extended 10 ft. total 158 ft. Lode 60 in. wide assaying 0.4 dwt. This drive has become poor and consequently suspended.

240 ft. Level. Cross-cut W. advanced 17 ft. total 79 ft. The cross-cut has been stopped, as it is not far enough to prove the ground in this direction. A branch (10 ft.) about 2 ft. wide was passed through during the month, as it shows a trace of gold it will be prospected a little with drives before abandoning this point.

The Slopes in this mine, at present, are rather poor especially those in the upper levels which are practically exhausted, the few patches of stone remaining in them will be taken out. A new slope has been commenced in the 140 ft. Level S. also as stated above in the bottom (440 ft.) level. For 155 ft. and widths of the lode in the respective slopes see accompanying sheet.

STOPS MINE.

160 ft. Level drive N. advanced 10 ft. total 270 ft. Lode 24 in. wide assaying 12.85 dwts per ton.

107 ft. Level drive S. advanced 14 ft. total 107 ft.

165 ft. Level S. The lode has improved in appearance, but is at present valueless.

A Winze has been started 225 ft. N. from No. 1 Winze and is now down 13 ft. in a lode assaying 12.2 dwts. over a width of 48 inches.

A New Slope has been commenced in the back of this level S. of Anderson Shaft, this slope should eventually join with the main slope.

The Main Slope in the back of this level averages 85 in. wide and assays 0.65 dwts. per ton.

ANDERSON SHAFT.

Has been sunk 41 ft. giving a depth of 11 ft. below the 260 ft. level. The heavy timbers (beams) for supporting the new plunger lift are in position and ground is now being out for cisterns for same. This machinery together with the winding machinery should be in readiness to work early in next year. The skips for this shaft have been ordered and should arrive in time, the winding machinery is in readiness.

260 ft. Level S. drive advanced 8 ft. total 64 ft. This drive is at all appearances off the lode and to see if the lode is standing to the W. a cross-cut has been started in this direction and is now cut 13 ft.

260 ft. Level N. drive advanced 27 ft. total 130 ft. This drive is being taken on the lode on which the Winze was sunk from the level above, the lode is 5 ft. wide assaying 4.79 dwt. per ton. The main (old) lode is I think standing to the E. of this level; some investigation is now being done to enlighten us on this point.

Some stoping has been done in the back of this 260 ft. level with far from satisfactory results, however, the lode is now being systematically completed at this point to find out if

our samples of last month were wrong of those taken prior to that date.

GENERAL.

Judging by the assay returns the falling off in the output is due to the low grade stone from Bukit Komau, the slopes in the upper levels being exhausted, and a quantity of low grade stone sent to the Mill from the 260 ft. level Anderson, this however, compares favourably with the actual production for several months past.

I can assure you, gentlemen, every effort will be made on my part to keep the production at its former level.

Milling Sheet for four weeks ending September 27, 1909.

BUKIT KOMAN.

40 Stamps; 28 days less 1,208 days for clean up and repairs, also 11 hours of the above through an accident at the Power Station.

Ore Crushed: B. Komau 1,554 tons.

Slope 1,210

Anderson 209

Huntington Mills 18,375 days.

Ore Crushed: B. Komau 154 tons.

Slope 203

Total 3,130 tons.

Amalgam collected 1,723 oz. producing

Retorted Gold 6,714

Smelted Gold 61,282

Average yield per ton 3.35 dwt.

Value of tailings 52

BUKIT MALACCA.

No. 1 Mill 23 days (crushing 2.8 tons mine stone and 1,598 tons surface).

Total crushed 1,816 tons

Amalgam collected 393 oz. producing

Retorted Gold 165

Smelted Gold 158

Average yield per ton 1.498 dwt.

Total:—Tons crushed 5,146.

Amalgam 2,115 (28)

Smelted Gold 816,382 oz.

Average Fineness 88.31 dwt.

Yield per ton 2.815 dwt.

WM. J. OATES,

General Manager.

CRIMINAL SESSIONS.

ROBBERY WITH VIOLENCE.

HONGKONG'S UNWELCOME VISITOR.

THE DREADED TYPHOON.

FORECASTED STORM SWEEPS OVER THE ISLAND.

SCENES AND INCIDENTS ALONG THE WATER FRONT.

Three thundering thuds, which reverberated through the Colony, announced the fact that the long-expected typhoon had arrived to-day. To the hour it came, in order to justify the prophecy. For days it had been expected; for days the most careless had bolted and barred the doors and the windows, commended themselves to providence and hoped that all would be well. The fact is that this year we had grown cynical on the matter of typhoons. People prattled about the dread arrivals as if they had been born in the midst of the whirlwind. Serious encounters happened when the newcomer attempted to "josh" residents who were here three years ago, for the reason that those of us who know a trifle began to get phlegmatic. But the three bombs did it. Was it a salute? It was. To the demon of the breeze.

At noon exactly a gun went and folks rose uneasily. It was the signalling gun, but everybody waited for more, and five minutes later the grim story was told. The typhoon was on us—not with a vengeance, but quietly, calmly, like a lady on her best behaviour. For a day and a half we knew it was coming; we heard three were bent on visiting this little isle simultaneously. And we had, perforce, to entertain the last.

We may be allowed to digress for another moment and remark that never before had we had those fears and tremors which were induced by the booming of great guns. A typhoon—it came quietly, worked its will and finished. But now things are different, and we know—it seems years beforehand—that the spectre of desolation is on our track. The typhoon made an exhibition by humbly attempting to frighten cautious people. It came with a swing and a verve.

Two men, rash in their generation, futile to any advice, were swept from a well-guarded place to become the butt of the humorous. Three policemen, sergeants and all, were to be seen running, as if running were a hobby, to save a Chinaman. They had life lines in their hands, small rolls of hemp, to save life. And still the wind roared and fought.

By one o'clock the gale—it was not then at typhoon strength—was affording new views of life to those who had not seen what fiendish elements can be compressed into a little wind. About that time the storm was in its full blast. It was interesting to watch a Blue Funnel boat and another, right opposite Blake Pier, playing the game outwitting the zephyrus—a word which is certain to be used by the sailormen who lived in travail while the boat rocked.

Sudden bursts of wind dragged all manner of jettison to unexpected quarters. And then one told the other that this was no typhoon but a summer whiff of the Arctic. Keeping your eye on the Blue Funnel liner and its associate you could see them working dreadfully but steadily. And all the time we were afraid to pass the about-to-be Post-Office. The scaffolding looked thinner than laths. Every moment we saw the entire "show" fall, and only a poor, solitary, unfortunate trestle come to the ground and lay there.

Just about this time, news went around that four bodies had been picked up beyond Whitty Street. It was impossible to verify the fact. All the cars had stopped running. Mr. Course, the traffic superintendent, of the Tramways, saw to that. The Star Ferry had previously stopped running. The red flag had been up all morning, and when it came down there was—in bated breath we say it—much satisfaction at the promptness of the ferry. Do you see the point? There is no question about it, however, that the ferry only stopped at the very last moment.

Going as far as the Duke of Connaught's statue and Murray Pier, there was nothing at that time to see. A little later at nearly 4 p.m. the old performance was repeated—the Star Ferry shied was swept away. And still Blake Pier stood, and still the Duke's statue smiled on the effervescence of the waters. Blake Pier had its christening to-day. Shall we be ungallant and refuse a meed of praise to the Public Works Department, that greatly-laboured institution which manages to exist and worry along? Certainly not, and for this reason, also, that a good many of the life-saving brigade—one, for example, who vainly sought to win the Bellifera saucer of a medal—were there waiting in drenched clothes, in a position that reminded one of Micawber.

As to the boats, we have already said that the American Mail was signalled. She came to her buoy like a bird, took up her

position, defied the world, the flesh and the devil and sat tight.

A story went around that the steam pinnace of the Austrian warship had gone down—wrecked with all hands. The fact is she took shelter in the chamber of the Admiralty. The *Kent*, with Captain Marescaux in command, stood in what a landsman would have thought was a marvellously unsafe position; but she has weathered the gale like the county which fathered the name.

One of the most fortunate chances was that experienced by the *Chiyu Maru*. It was intended that the liner should go alongside the docks at Taikoo, but as there was no room she went to Quarry Bay where she is safely anchored.

The *Glauco* and the *Miyazaki Maru* anchored right in the middle of the stream and bore the brunt of the storm gallantly.

It will be understood that at the moment of writing these are all general impressions. We leave the glory of the facts to the next column. What we want to ask is—Was this a typhoon worthy of the dignity, the grandeur and the reputation of Hongkong? Was this a storm to bewilder the stranger? And the answer is—Nix. But let us listen to the incidents—the facts as well as to the rumours.

2.30 p.m.
After the tiffin hour a visit to the waterfront saw a large gathering of residents, including several ladies, watching the progress of the storm under the shelter of the verandahs in Queen's and King's Buildings. The sea was lashed up in huge waves whose white crests broke over the sea wall and washed the surface of Connaught Road, loosening the concrete metalling and scattering the pebbles all across the road. With each big gust of wind the water of the sea was washed inshore in great broad sheets inundating the granite pavement of the verandah and driving the bystanders on to the arched ways at the bottom of Ice House Road.

STAR FERRY SERVICE.
Soon after the firing of the three bombs and the hoisting of the black cross indicating that the wind might increase to full typhoon force at any moment, the Star Ferry service to Kowloon stopped running. The company maintained the service up to the very last moment for the convenience of residents across the harbour, but did not incur any risks beyond those dictated by ordinary prudence. One of the first structures to feel the force of the storm was the bamboo erection over the Star Ferry pier at the bottom of Ice House Road. At one o'clock it seemed to stand the force of the wind then blowing. It was seen to stand on its stout timber supports by those who visited the King Edward Hotel at the luncheon hour, but when the guests left that establishment and looked down the road none were surprised to behold the thatched roof of one big heap of wreck with the recently constructed semaphore arrangement on the top indicating skyward as if pointing to the elements above as the cause of its ruin. The bookstall, the notice boards and all the railings on the pier were completely wrecked, while the advertising boards and canvas screens strewn the surface of the water for a hundred yards around. The massive guiding fender, could not withstand the huge weight of the waves. First one great piece of lumber was unbolted, then another, and yet another until ultimately but the skeleton of the fender remained to show where the original structure stood. It will cost the Star Ferry Co. several hundred dollars to repair the damages on this side of the harbour alone. What injuries, if any, had been wrought to the pier on the Kowloon side it is impossible to tell at this writing and until communication is again restored when the storm has abated.

QUEEN'S STATUE PIER.
Curiously enough, the more frail shed on Queen's Statue Pier had not collapsed at the time of our representative's visit to the waterfront. It is more than likely that before nightfall the shed will be blown to shreds.

BLAKE PIER.
It was the first test that Blake Pier was called upon to undergo to-day after the erection of the massive shelter over the leading landing stage of the Colony. Many were the glooming forebodings that on the first severe typhoon that overtook the Island Blake Pier shelter would go under. Happily, the pessimistic prophecy has not realised. In spite of the fact that the mountains were washed over the pier floor and tall crests swept over the plate roof, the shelter stood immovable and resisted the fury of wind and sea when the typhoon was blowing its severest.

RIVER STEAMER WHARVES.
Similarly, to the westward the river steamer wharves that run out into the bay at stated intervals escaped comparatively scatheless. Excepting for a spar here and there none show any signs of having suffered by the gale, although it is just possible that by to-morrow it may be ascertained that the freedom from damage is not so complete as a cursory observation reveals to-day.

THE V. R. C.
At an early hour in the forenoon business in the city was almost at a complete standstill. The banks, the insurance offices and the mercantile firms were only nominally open and from balconies to the most subservient office boy all were of the most bent on watching the progress of the storm. The fine club-house of the Victoria Recreation Club held a goodly crowd of its members and their friends who, behind the safely barred windows of the building, could see the difficulties and realise the perils of those who "go down to the sea in ships."

THE HARBOUR.
As soon as the black signal was hoisted last evening, vessels in the harbour got steam up and made ready to meet the storm. The coasting steamers and smaller vessels sought shelter in Hung Hom Bay and at Yau Ma Tei, while others went round behind Stonecutter's and snugly moored in the bay. The larger Ocean steamers elected to ride at anchor at their moorings. Notably among the latter were the *Glauco*, of the Ocean Steamship Co., the *s.s. Miyazaki Maru*, of the Nippon Yusen Kaisha, and the *Hongkong Maru*, of the Toyo Kisen Kaisha. Of the foreign warships in port the more conspicuous ones in the bay to-day were the Portuguese cruiser *Dons Amalia* and the Austrian *Kaiserin Elisabeth*, H.M.S. *Tamar* was lying at her buoy with double anchors fore and aft. While H.M.S. *Kent*, which is being overhauled at the Admiralty dockyard, was securely lashed by stout steel bawlers in the wet dock inside the naval chamber. Of the great leviathans lying in the middle of the stream none appeared to be in difficulties. The earlier departure of the smaller vessels into shelter gave plenty of sea room for the larger steamers to manoeuvre even supposing they should have the misfortune of dragging their anchors.

CHINESE GUNBOAT IN DIFFICULTIES.
One of the smaller Chinese gunboats that brought the Canton officials down to receive His Highness Admiral Shun Pui-lip, who was expected in Hongkong to-day from Shanghai by the German mail, had a somewhat uncomfortable experience for a brief half hour to-day. She remained at her buoy, opposite Messrs. Butterfield & Swire's office, a little longer than it was absolutely safe for her to do. So that when her commander realised the impending approach of the typhoon all efforts to weigh anchor aboard proved unavailing. It was plainly discernible by those ashore that the vessel's only means of salvation was the parting of the cable. Officers were seen to endeavour to snap a link in the chain and thanks to their determination they succeeded in breaking away from the mooring, and the tiny craft at once turned her nose in the direction of Hung Hom Bay and got there in time before the typhoon was at its worst.

THE "KAISERIN'S" STEAM PINNACE.
Manned by a crew of blue-jackets from the Austrian cruiser *Kaiserin Elisabeth*, had a plucky encounter with the tempestuous waves in the forenoon to-day. The pinnace had just completed a trip to Hongkong and was making back for the warship when the mountainous sea that was running proved an almost insurmountable task for her to overcome. The little vessel, with her determined, unflinching band of gallant men who would not, if they could, turn back, kept her course and seemed at every moment to be engulfed in the trough of the sea as the waves rose higher and higher. She showed up again and again amidst intense excitement on the part of the spectators ashore it was seen that the steersman was shaping a course for the naval chamber which the gallant sailors ultimately reached in perfect safety. A rumour was discussed on the waterfront in the course of the afternoon that the pinnace had foundered in the storm; but we are happy to be in the position to disprove the inaccurate report as our inquiries at the Naval Yard established the fact that the pinnace was safe in the chamber none the worse for her brave battling with the sea earlier in the day.

THE S.S. "CHIVO MARU."
In certain quarters, anxiety was felt for the Pacific leviathan *Chiyu Maru* of the Toyo Kisen Kaisha. Gossip would have it that she lay alongside the quay at the Taikoo docks at Quarry Bay, and as it was supposed she would be undergoing overhaul and would, in consequence, be helpless and at the mercy of the waves, all sorts of wild speculations were indulged in by irresponsible gossipers concerning that magnificent vessel. Knowing Mr. Nicholson, the chief manager of the Quarry Bay dockyard as we do, doubt never entered our minds as to the absolute safety of his charges. At any rate to silence the prattle of newsmongers we made it our business to ascertain from Mr. K. Matsuda, the general manager of the T.K.K., concerning his magnificent liner. That gentleman told our representative that it was the intention to tow the *Chiyu Maru* along the quay last evening, but as there was no berthing accommodation at the time the *Chiyu* was towed into the bay at Shan-ki-wan and is absolutely out of harm's way. "So was our *Hongkong Maru*," added Mr. Matsuda smilingly, "which is out in the stream. We have no other vessel in port to-day."

THE GERMAN MAIL "LUATZOW"
was expected to arrive from Shanghai this morning. Although she did not put in her appearance at the appointed time intimation was received early to-day that she had arrived and is anchoring at Junk Bay until the typhoon blows over. She has on board her the Chinese naval Commissioners, Prince Shue Pui-lap and Admiral Sah Chee-ping.

KOWLOON DOCKS.
Up to the time of going to press there is no means of getting into communication with the staff at Kowloon docks. No apprehension is, however, felt as to the complete freedom from casualties on the other side. Under the capable direction of the new manager, Mr. P. M. Dyer, assisted as he is by Mr. W. Wilson with all the latter's experience of typhoons in Hongkong, Dock shareholders may go to sleep to-night in the assurance that their property and plant—ashore and afloat—have been properly looked after.

Members of the HONGKONG LIFE-SAVING CORPS received their baptism of water to-day. The gallant volunteers—or such of them as could get away—were seen at their respective stations this afternoon. But occasion did not call for their services being requisitioned into practical use. They were there, however, and nothing was further from their thoughts than the Royal Humane Society medal to-day.

HARMSTON'S CIRCUS.
The clerk of the weather is the only individual in Hongkong who has treated the bold "Colonel" with ungenial courtesy. From the day he landed "Bob" Love excepting for a short spell last week had the worst of bad weather that it has been his lot to experience anywhere in the whole course of his world-wide experience. It looked so threatening last night that the tent had to be lowered and the animals all taken to shelter in stables at the Kennedytown Depot. It is reckoned that in gate money alone the "Colonel" must have suffered a loss of not less than \$5,000 through the inclemency of the weather, not to speak of wear and tear.

DAMAGE ON THE ISLAND.
As usual considerable damage to the public and private gardens was inflicted throughout the island, and from the fragmentary reports that have reached us it is safe to assume that not a house or garden on the higher levels has escaped without the loss of some valuable plant. The fernery in Glenelg ravine has been partially wrecked and many of the larger shade trees along the public roads had huge branches carried away by the force of the wind. The incessant rain that accompanied the typhoon inflicted heavy damage on the roads especially those in the hill districts and several minor landslides, unattended by casualties, are reported. It will be quite a week before the full extent of the damage on the island is ascertained. The bill which the Colony will be called upon to make good cannot be less than fifty thousand dollars chargeable to the Public Works Department vote not to mention the loss sustained by private owners.

AT WANCHAI.
Several buildings in the low-lying parts of Wanchai were transformed into miniature lakes. The usual life brigade turned out to assist in case of emergency, but as far as we have been able to ascertain, their aid was not required. The life-boats were also requisitioned, but long before they arrived on the scene, the small craft in harbour cleared for shelter in Causeway Bay as a result of the timely warning and so no loss of life among the boat population occurred. The Jockey Club's stand at Happy Valley stood the storm remarkably well but that rickety structure known as the Football Stand was seen to sway shortly after one o'clock and shortly afterwards collapsed. The Hongkong Corinthian Yacht Club's wharf, near No. 2 Police Station, suffered a like fate and at the time of our representative's visit to the district in question was a mass of wreckage. Beyond these, nothing of any particular interest has to our knowledge occurred in the district in question.

AT KING'S SLIPWAY.
At Ah-King's slipway, our representative saw Mr. S. Swart's yacht *Syren* riding at anchor about two miles away. The yacht, which had been weathering the storm since it burst upon the Colony, behaved splendidly. With four men on board, the two-masted craft defied the fierce onslaughts of the sea, which was running mountain high; and when our representative left the slipway, the trim little craft was still majestically holding herself up and apparently none the worse for her uncomfortable experience.

ELECTRIC LIGHTING.
One of the arch lamps in Causeway Road is extinguished and the road from the French Mission house to Aberdeen Street is in complete darkness. Probably a tree has fallen on the electric wire and so interrupted the current. Another in Queen's Road opposite the Mercantile Bank is also out.

TYPHOON WARNING.
The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 8.20 p.m. yesterday.

October 18th, 7 p.m. Cyclone or typhoon W. of Balintag Channel moving W.N.W. Cyclone or typhoon, over Western Carolines, direction unknown.

TRADE PROSPECTS IN SIBERIA.
NEED OF MANUFACTORIES.
In Siberia we have what is practically a new country, larger than all Europe put together, watered everywhere by immense rivers and crossed through its centre by a trunk line of railway, with mineral riches untold, with large and thriving towns at intervals from one end to the other, many of them with populations of more than 100,000, and with an immigration of more than 500,000 souls a year. It is a land with a soil of wonderful fertility, exporting millions of pounds of agricultural produce annually, an agriculture which is increasing rapidly every year.

It has, however, no manufactures to speak of, considering its size, a few spinning mills and weaving sheds, and hardly any engineering works, ship-building yards, leather works, etc., worthy of the name, and but few of its mines worked in an up-to-date manner. In Siberia manufactures are needed in all the large trading centres, and says Mr. H. G. Read in *Cassell's Magazine*, if run on modern commercial lines, they would pay handsomely. At the present time there are hundreds of little works scattered about at long distances apart, many of them run by horsepower and others without any power at all, but with everything done by hand; most of them are worked with the crude appliances and in the most primitive manner. They are mostly in the ownership of people of limited education and small capital, working almost from hand to mouth so that they are unable to make proper extensions to their business, and are thus kept within a narrow trading limit.

THE DAIRY FARM CO., LD.
NOTICE TO SHAREHOLDERS.
THE THIRTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, TO-MORROW, the 19th October, at 11.30 a.m., for the purpose of presenting the Report of the Directors and Statement of Accounts for the 31st July, 1900.

By Order, M. MANUK, Acting Secretary.
Hongkong, 19th October, 1900.

THE BRITISH POST-OFFICE AT TIENTSIN.
QUESTION IN PARLIAMENT.
In the House of Commons on September 20, Mr. Henniker Heaton asked the Secretary of State for Foreign Affairs whether his attention had been called to the announcement made that the British post-office at Tientsin, China, would, on the grounds of economy, be closed on Oct. 30 next; whether Germany, France, and Russia had post-offices at Tientsin, and if the Governments of these countries had called on the residents there to pay half the cost; whether a petition had been presented by the British residents at Tientsin stating that it was not compatible with our honour and prestige to close the British post-office at Tientsin while Germany, Russia, France, and Japan maintained their post-offices at that important place.

Colonel Seely: I understand that arrangements have now been made for maintaining the British post-offices at Tientsin for the present. I have no information with regard to the contributions of foreign residents towards the cost of their post-offices, nor as to the petition referred to by the hon. gentleman.

HARMSTON'S GRAND CIRCUS AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING THE EAST.

Location of our Tents:—
TRAMWAY TERMINUS, KENNEDY TOWN.

LAST FEW NIGHTS.
TO-NIGHT! TO-NIGHT!
OUR SECOND CHANGE OF PROGRAMME.
We present more Star Tapes in our present programme than any two London or Continental Establishments.

FIRST AMATEUR RIDING CONTEST
(LIMITED TO SIX ENTRIES).
A Handsome Trophy will be presented to the Competitor making the best attempt at standing on his feet, three times round the Arena, aided by the mechanic.

FRIDAY NIGHT, OCTOBER 22ND,
GRAND COMPLIMENTARY BENEFIT TENDERED TO THE POPULAR MANAGER, COL. BOB LOVE.
FIRST HIGH JUMPING CONTEST
FOR LOCAL PONIES AND RIDERS.
A HANDSOME TROPHY
will be presented by Madame HARMSTON-LOVE to the WINNER.
N.B.—THE TENT will be OPEN for PRACTICE from 6.45 to 7.45 from MONDAY, October 18th, to get the Ponies used to jumping in the Lights.

LAST TWO MATINEES:
To-morrow and Saturday, Oct. 20th and 23rd,
AT 4 P.M. SHARP.
Performance at 4 p.m. sharp. (Gill from Half-price at Matinees only).
N.B.—Soldiers and Sailors in uniform 1/2 price to the £1.00 and £2.00 Seats.
Booking at ROBINSON PIANO Co., Ltd.
NOTICE—Special Tyro training before and after performance.
MADAME HARMSTON-LOVE, COL. BOB LOVE, R. ALTON,
Proprietress, Sole Manager, Advance Representative.
Hongkong, 19th October, 1900.

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AT WANCHAI.
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AT KING'S SLIPWAY.
At Ah-King's slipway, our representative saw Mr. S. Swart's yacht *Syren* riding at anchor about two miles away. The yacht, which had been weathering the storm since it burst upon the Colony, behaved splendidly. With four men on board, the two-masted craft defied the fierce onslaughts of the sea, which was running mountain high; and when our representative left the slipway, the trim little craft was still majestically holding herself up and apparently none the worse for her uncomfortable experience.

ELECTRIC LIGHTING.
One of the arch lamps in Causeway Road is extinguished and the road from the French Mission house to Aberdeen Street is in complete darkness. Probably a tree has fallen on the electric wire and so interrupted the current. Another in Queen's Road opposite the Mercantile Bank is also out.

TYPHOON WARNING.
The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 8.20 p.m. yesterday.

October 18th, 7 p.m. Cyclone or typhoon W. of Balintag Channel moving W.N.W. Cyclone or typhoon, over Western Carolines, direction unknown.

TRADE PROSPECTS IN SIBERIA.
NEED OF MANUFACTORIES.
In Siberia we have what is practically a new country, larger than all Europe put together, watered everywhere by immense rivers and crossed through its centre by a trunk line of railway, with mineral riches untold, with large and thriving towns at intervals from one end to the other, many of them with populations of more than 100,000, and with an immigration of more than 500,000 souls a year. It is a land with a soil of wonderful fertility, exporting millions of pounds of agricultural produce annually, an agriculture which is increasing rapidly every year.

It has, however, no manufactures to speak of, considering its size, a few spinning mills and weaving sheds, and hardly any engineering works, ship-building yards, leather works, etc., worthy of the name, and but few of its mines worked in an up-to-date manner. In Siberia manufactures are needed in all the large trading centres, and says Mr. H. G. Read in *Cassell's Magazine*, if run on modern commercial lines, they would pay handsomely. At the present time there are hundreds of little works scattered about at long distances apart, many of them run by horsepower and others without any power at all, but with everything done by hand; most of them are worked with the crude appliances and in the most primitive manner. They are mostly in the ownership of people of limited education and small capital, working almost from hand to mouth so that they are unable to make proper extensions to their business, and are thus kept within a narrow trading limit.

THE DAIRY FARM CO., LD.
NOTICE TO SHAREHOLDERS.
THE THIRTEENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, TO-MORROW, the 19th October, at 11.30 a.m., for the purpose of presenting the Report of the Directors and Statement of Accounts for the 31st July, 1900.

By Order, M. MANUK, Acting Secretary.
Hongkong, 19th October, 1900.

THE BRITISH POST-OFFICE AT TIENTSIN.
QUESTION IN PARLIAMENT.
In the House of Commons on September 20, Mr. Henniker Heaton asked the Secretary of State for Foreign Affairs whether his attention had been called to the announcement made that the British post-office at Tientsin, China, would, on the grounds of economy, be closed on Oct. 30 next; whether Germany, France, and Russia had post-offices at Tientsin, and if the Governments of these countries had called on the residents there to pay half the cost; whether a petition had been presented by the British residents at Tientsin stating that it was not compatible with our honour and prestige to close the British post-office at Tientsin while Germany, Russia, France, and Japan maintained their post-offices at that important place.

Colonel Seely: I understand that arrangements have now been made for maintaining the British post-offices at Tientsin for the present. I have no information with regard to the contributions of foreign residents towards the cost of their post-offices, nor as to the petition referred to by the hon. gentleman.

HARMSTON'S GRAND CIRCUS AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING THE EAST.

Location of our Tents:—
TRAMWAY TERMINUS, KENNEDY TOWN.

LAST FEW NIGHTS.
TO-NIGHT! TO-NIGHT!
OUR SECOND CHANGE OF PROGRAMME.
We present more Star Tapes in our present programme than any two London or Continental Establishments.

FIRST AMATEUR RIDING CONTEST
(LIMITED TO SIX ENTRIES).
A Handsome Trophy will be presented to the Competitor making the best attempt at standing on his feet, three times round the Arena, aided by the mechanic.

FRIDAY NIGHT, OCTOBER 22ND,
GRAND COMPLIMENTARY BENEFIT TENDERED TO THE POPULAR MANAGER, COL. BOB LOVE.
FIRST HIGH JUMPING CONTEST
FOR LOCAL PONIES AND RIDERS.
A HANDSOME TROPHY
will be presented by Madame HARMSTON-LOVE to the WINNER.
N.B.—THE TENT will be OPEN for PRACTICE from 6.45 to 7.45 from MONDAY, October 18th, to get the Ponies used to jumping in the Lights.

Members of the HONGKONG LIFE-SAVING CORPS received their baptism of water to-day. The gallant volunteers—or such of them as could get away—were seen at their respective stations this afternoon. But occasion did not call for their services being requisitioned into practical use. They were there, however, and nothing was further from their thoughts than the Royal Humane Society medal to-day.

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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF CHINA" SATURDAY, Nov. 6th.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3rd.
"MCNTEAGLE" SUNDAY, Nov. 21st.	
"EMPRESS OF INDIA" SATURDAY, DEC. 4th.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31st.
"EMPRESS OF JAPAN" SATURDAY, JAN. 16th.	"ALLAN LINE" FRIDAY, JAN. 28th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John with the Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent, by Canadian Pacific direct line) 271/10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various ports of interest en route.

R.M.S. "MCNTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 243/-

Via New York 245/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI via SWATOW	"KWONGSANG"	WEDNESDAY, 20th Oct., Noon.
NANCHANG	"FAUSANG"	THURSDAY, 21st Oct., 11 A.M.
TIENSIN v. WEIHAWEI & CHEFOO	"CHIFSHING"	FRIDAY, 22nd Oct., 4 P.M.
MANILA	"YUSANG"	FRIDAY, 22nd Oct., 4 P.M.
SGAPORE, PENANG & CALCUTTA	"LAISANG"	SATURDAY, 23rd Oct., 2 P.M.
MANILA	"LOONGSANG"	FRIDAY, 29th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 5th Nov., 3 P.M.
& MOJI		

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaitang*, *Namang* and *Yokohama* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan (passengers leave the steamer at Yokohama and rejoin at Kobe).

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Dulu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LD.,

Telephone No. 61. Hongkong, 18th October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To	Sail.
SWATOW & SHANGHAI	"WUHO"	20th Oct.	2 P.M.
MANILA	"TAKING"	20th "	3 P.M.
WEIHAWEI, CHEFOO & TIENSIN	"HUICHOW"	20th "	4 P.M.
AMOI, MANILA, CEBU & ILOILO	"KAIFONG"	21st "	Daylight.
AMOI & NEWCHOWANG	"LIANGCHOW"	21st "	Noon.
SHANGHAI	"LANHUI"	21st "	4 P.M.
SHANGHAI	"LIHAN"	24th "	Daylight.
MANILA	"TEAN"	26th "	3 P.M.
SHANGHAI	"HUEIHUA"	28th "	Daylight.
MANILA, ZAMBOANGA and USUAL	"HUEIHUA"	31st "	Daylight.
AUSTRALIAN PORTS	"CHANGSHA"	5th Nov.	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Lianan*, *Chihwan*),

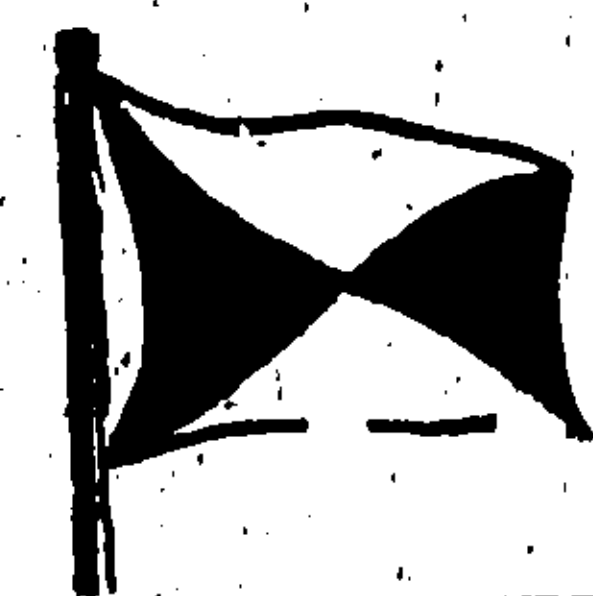
—who excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 56. Hongkong, 19th October, 1909.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
LAIRO	2540	R. Rodger	MANILA	SATURDAY, 23rd Oct., at Noon.
RUBI	2540	R. W. Almond	"	SATURDAY, 30th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

16th October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sail 26th Oct., 1909, at Noon.

S.S. MANSU MARU 5,000 " " 10th Dec., 1909, at Noon

S.S. AMERICA MARU 6,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via SHANGHAI, MOJI, KOBE and YOKO.	"FITZPATRICK" Capt. E. K. Hutchison	4,410	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOI.	"DAIJIN MARU" Capt. Y. Kuburaki	WEDNESDAY, 20th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOCHOW.	"CHOSHUN MARU" Capt. Y. Ishikawa	THURSDAY, 21st Oct., at 9 A.M.
TAMSUI v. SWATOW & AMOI.	"DAIOI MARU" H. Murayama	SUNDAY, 24th Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th October, 1909.

T. ARIMA, Manager.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HAKATA MARU, Capt. J. Dring, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	IYO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Dec., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI AND KOBE	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 7th Nov., at Noon.
KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
MOJI, KOBE & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 29th Oct., at Noon.
BOMBAY via SINGAPORE and COLYMO	MOYORI MARU, Capt. J. G. Richards, Tons 4000	TUESDAY, 26th Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 6000	SATURDAY, 30th Oct., at Daylight.
	BINGO MARU, Capt. A. Christensen, Tons 6500	FRIDAY, 22nd Oct., at Noon.
	HIRANO MARU, Capt. H. Fraser, Tons 6000	FRIDAY, 22nd Oct., at Noon.
	CEYLON MARU, Capt. Fred. Fyne, Tons 6000	SUNDAY, 24th Oct., at Noon.

† Cargo only.

† Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued: Between Nagasaki and Yokohama, 1st and class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR ENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kiyasaki Maru (Capt. T. Murai) About Wednesday, 20th October.

Kitano Maru (Capt. F. E. Core) About Wednesday, 17th November.

Hirano Maru (Capt. H. Fraser) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. Sommer) About Wednesday, 23rd Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON AND NEW YORK: S.S. "ATHOLL" 20th Oct.

FOR NEW YORK: S.S. "CHAZEE" About 13th Nov.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 19th October, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. E. Warner, will be despatched as above on or about 23rd inst.

This steamer has excellent accommodation for a limited number of first class passengers.

FARE TO LONDON £35.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Agents.

Hongkong, 11th October, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also

for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceanic 4,657 F. W. Davies 21st Oct.

Kumera 6,232 J. Mathie 18th Nov.

Aymara 4,363 Boyd 16th Dec.

Superio 6,232 S. Shotton 15th Jan.

Oceanic 4,657 F. W. Davies 10th Feb.

These steamers are specially fitted for the carriage of Atlantic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 15th October, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port on SATURDAY, the 30th October, 1909.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 4th October, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRY,"

Captain Privat,

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 8th October, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These two Steamers, owned by Chinese capitalists and Officers, by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 3, Queen's Road West.

Hongkong, 16th April, 1909.

Shipping—Steamer



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN Ports.)

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	180,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,001,810	Interim of £2 for account 1909 @ ex 1/9 = \$17.72	4 %	\$592 buyers London 29.10.
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$10,000	\$30,552	\$2 (London 3/6) for 1909	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$28,757 \$115,000 \$185,000	none	\$14 for 1907	7 1/2 %	\$175 sellers
North China Insurance Company, Limited	10,000	£25	£3	Tls. 130,000 Tls. 20,747 Tls. 18,727 \$2,000,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$101,848 \$101,848 \$681,809	\$2,464,971	Final of \$17 making \$47 for 1907 and Interim of \$50 for 1908	5 1/2 %	\$347 1/2 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$94,405 \$100,000 \$100,000	\$7,743	\$12 and bonus \$3 for 1907	7 1/2 %	\$132 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$100,000 \$100,000 \$100,000	\$375,141	\$6 and bonus \$1 for 1907	7 %	\$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$168,711	\$27 for 1907	8 %	\$375 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$264,638 \$200,000 \$200,000	\$1,035	\$1 for 1906	7 %	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$200,000 \$200,000 \$200,000 \$200,000	Nil	\$1 for year ending 30.6.1908	7 1/2 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$27,70	Interim of \$1 1/2 for account 1909	...	\$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$10,000 \$10,000 \$10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	...	\$60
do. do. (Deferred)	60,000	£5	£5	\$10,000 \$10,000 \$10,000 \$10,000	£13,755	Final of 2/- for 1908 and interim of 1/- for 1909	...	75/- buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$68,817	\$2.00 for year ending 10.4.1909	4 1/2 %	\$68
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000 \$10,000 \$10,000	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$14 1/2
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$146 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000	Dr. \$15,823	\$3 for 1897	...	\$23
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000	Dr. \$15,823	Tls. 3 1/2 for year ending 31.3.08	...	Tls. 324 b.
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$1,000,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 19 1/2 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$1,000,000 \$1,000,000	Dr. £4,101	No. 12 of 1/- = 48 cents	...	\$8 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000 \$450,000	Dr. \$7,491	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$30,108	None	...	\$64 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$145,161	Interim of \$1 1/2 for account 1909	12 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,36	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 75 1/2 buyers
Shanghai and Hongkong Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 140 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 15,000 Tls. 15,000 Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 30.6.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	10,000	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000	\$24,011	\$1.20 on old and 60 cents on first new issue	...	\$17 1/2 buyers
Hongkong Hotel Company, Limited	8,000	\$25	\$25	\$200,000 \$200,000 \$200,000 \$200,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$72 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$26,475	Interim of \$1 1/2 for account 1909	6 1/2 %	\$43 1/2 new.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,486	60 cents for 1908	6 1/2 %	\$9 1/2 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$278	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,533,045 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	11,968	Interim of \$2 for account 1909	8 1/2 %	\$41 sales
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939 \$20,000 \$20,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 143 1/2 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939 \$20,000 \$20,000 \$20,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$6 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	...	Tls. 87
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000 Tls. 800,000	Tls. 4,829	Tls. 4 for 1908	...	Tls. 211
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,173 Tls. 1,173 Tls. 1,173 Tls. 1,173	Tls. 15,911	Tls. 50 for 1906	...	Tls. 460
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500 \$1,500 \$1,500	£646	15 % per share for 1908	9 %	\$10
China-Borneo Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Nil	\$1.10 or 1908	...	\$13 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$61,138	50 cents for year ended 28.2.06	8 1/2 %	\$6 1/2
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$13,407	80 cents for 1908	7 1/2 %	\$9 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$48	\$1.30 for year ending 31.7.08	10 %	\$17 1/2
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$3,750	Interim of 3/- for account 1909	8 1/2 %	\$8 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,000	10 cents for year ending 31.12.08	6 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	10 %	\$180 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000 \$150,000 \$150,000 \$150,000	\$7,616	Interim of \$2 for account 1909	10 %	\$33 buyers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$8,790	Interim of \$1 for account 1909	8 1/2 %	\$33 buyers
Maaschamij tot Mijl, Bosch en Landbouwplaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 547,500 Tls. 547,500 Tls. 547,500	Tls. 116,083	Third quarterly of Tls. 12 1/2 for account 1909	7 %	Tls. 230 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,304	50 cents on fully paid shares and 8 cents on new shares for year ending 30.4.09	6 1/2 %	\$13 1/2
Peak Tramways Company (New)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,304	\$1 paid shares for year ending 30.4.09	3 %	\$9
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. 18,640	None	...	\$9
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,820 Tls. 15,000 Tls. 15,000 Tls. 15,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 107 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$56,602	None	...	\$33 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$236	40 cents for year ending 31.5.08	7 %	\$38
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$172	60 cents for year ending 31.12.08	5 %	\$10 1/2 sellers
United Asbestos Oriental Agency, Limited	20,000	\$10	\$4	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$341	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$9,613	Final of 30 cts. for 1908	6 1/2 %	\$8 sellers
William Powell, Limited	10,000	\$7	\$7	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$781	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	\$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000	none	Interim of 12 1/2 % for account 1909	...	16/- sales
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$7,400	25 % for year ending 31.3.09	...	\$71 buyers
Camfield Rubber Estate, Limited	20,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	None	...	60 sellers
Damansara (Selangor) Rubber Co.	110,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	£2,230	Final 9 % making 12 % for 1909	...	\$16 sales
Golconda Malay Rubber Co.	80,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	None	...	60 sellers
Highland & Lowland Rubber Co. (fully paid)	181,454	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	£87 1/4	15 % for year ending 31.1.18	...	\$716 sellers
do. do. (contributory)	123,540	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	None	...	\$100 nominal
Kamuning (Perak) Rubber Tia & Co.	950,000	2/-	2/-	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	None	...	4/- sellers
do. do. A Shares	195,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	None	...	nominal
do. do. B Shares	195,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	None	...	nominal
Kuala Lumpur Rubber Co. Limited	18,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	1,810	1 % for year ending 30.6.08	...	\$51 buyers
Linggi Plantations, Limited (ordinary)	9,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	Interim of 40 % - 9d.		